

UNITED STATES PATENT AND TRADEMARK OFFICE

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9/24/02
V. Hart

In the Application of: : Docket No. 6611-01
VINCENT T. KOZYRSKI et al. : Date: 06 September 2002
Serial No.: 09/822,136 : Group Art Unit: 3742
Filed On: 30 March 2001 : Examiner: D. Watts
TITLE: ROTARY CUTTER

Commissioner of Patents and Trademarks
Washington, D.C. 20231

RECEIVED
SEP 23 2002
TECHNOLOGY CENTER R3700

DECLARATION OF VINCENT T. KOZYRSKI
PURSUANT TO 37 CFR §1.132

I, Vincent T. Kozyrski, of 3 Weatherstone Ridge Road, Plainville, CT 06062, do hereby declare the following statements to be true to the best of my knowledge:

1. I am an employee of The Fletcher-Terry Company of Farmington, Connecticut and have been for twenty-nine (29) years.
2. I conducted wear and durability tests on: 1) a first retail rotary cutting blade; 2) a second retail rotary cutting blade; 3) a first rotary cutting blade of the type described and claimed in U.S. Patent Application Serial No. 09/822,136; and 4) a second rotary cutting blade of the type described and claimed in U.S. Patent Serial No. 09/822,136. The hardware used to perform the tests included a computerized numerically controlled (CNC) test rig repetitively passing the aforesaid cutting blades in a rolling engagement with a thin sheet material in the form of a 100% cotton twill fabric approximately 0.016 inches thick, supported on a hard cutting mat substrate. The cutting blades were passed in a straight line over the fabric. The cutting head pressure used to apply the cutting blades against the fabric was 40 pounds per square inch.
3. Prior to initiating the testing, each of the rotary cutting blades was inspected. The first and second retail rotary cutting blades each was measured to have a razor-type edge angle of approximately 24 degrees, a diameter of approximately 1.095 inches, and a thickness of

approximately 0.012 inches. The first, second, and third rotary cutting blades of the type described and claimed in United States Patent No. 09/822,136 each was measured to have an edge angle of approximately 45 degrees, a diameter of approximately 0.221 inches, and a thickness of approximately 0.056 inches. The apex of each of the cutting wheels was inspected prior to testing to verify the absence of anomalies such as chips, flats, etc.

4. The first retail rotary cutting blade cut 2212 feet of fabric before the blade was observed to periodically stop rotating (i.e., "sticking") and the test halted. Upon inspection it was determined that the sticking of the cutting blade was caused by failure of the blade, specifically substantial chipping of the cutting blade apex.

5. The second retail rotary cutting blade cut 4027 feet of fabric before it was observed to periodically stop rotating (i.e., "sticking") and the test halted. Upon inspection it was determined that the sticking of the cutting blade was caused by failure of the blade, specifically substantial chipping of the cutting blade apex.

6. The first rotary cutting blade of the type described and claimed in U.S. Patent Application Serial No. 09/822,136 cut 5280 feet of fabric before the test halted. At the conclusion of the test the cutting blade was operating satisfactorily. Upon inspection it was determined that the cutting blade had some inconsequential wear on the cutting blade apex.

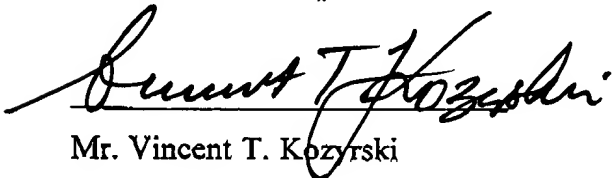
7. The second rotary cutting blade of the type described and claimed in U.S. Patent Application Serial No. 09/822,136 cut 5280 feet of fabric before the test halted. At the conclusion of the test the cutting blade was operating satisfactorily. Upon inspection it was determined that the cutting blade had some inconsequential wear on the cutting blade apex.

8. Based on the inspections of the first and second cutting blades of the type described and claimed in U.S. Patent Application Serial No. 09/822,136, it is my opinion that the cutting blades could continue to operate significantly beyond the 5280 feet (1 mile) of fabric cutting performed in the aforesaid tests. It is my further opinion, therefore, that the first and second cutting blades of the type described and claimed in U.S. Patent Application Serial No. 09/822,136, are substantially more durable than the first and second retail rotary cutting blades tested, each having a razor-type edge angle of approximately 24 degrees, a diameter of approximately 1.095 inches, and a thickness of approximately 0.012 inches.

9. The rotary cutter described in claimed in U.S. Patent Application Serial No. 09/822,136 provides a safe alternative to knives and rotary cutters having a razor-type cutting edge. I have on numerous occasions passed a cutting blade of the type described and claimed in U.S. Patent Application Serial No. 09/822,136 in rolling engagement with my skin using a force equal to or greater than that necessary to cut thin sheet materials. I have never cut my skin using a cutting blade of the type described and claimed in U.S. Patent Application Serial No. 09/822,136.

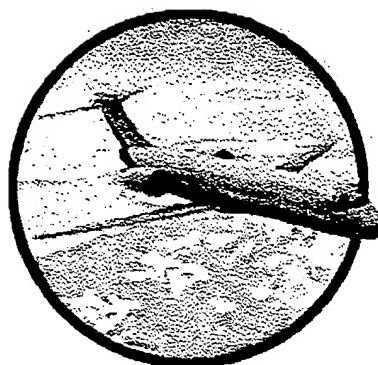
10. It is my opinion that applying a razor-type cutting blade, rotary or straight, such as that described above having an edge angle of approximately 24 degrees or sharper, to a compliant material such as skin with minimal force will result in the compliant material being cut.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.


Mr. Vincent T. Kozyski

SEPT. 6, 2002
(Date)

PASSENGER INFORMATION



Q. Do I have to have a photo ID to fly?

A. The FAA does not prohibit the airline from transporting any passenger who does not present a photo ID. Airlines have available to them alternate procedures that allow them to transport passengers without ID. However, some airlines choose not to use such procedures, which is their prerogative.

Q. Why didn't the airline ask for my ID?

A. The FAA does not require all passengers to present ID. The FAA requires that airlines apply additional security measures to passengers who are unable to produce ID upon request.

Q. Can an airline exceed minimum FAA requirements?

A. Yes. The FAA sets minimum requirements for airlines to follow. Should airlines wish to exceed these requirements, the FAA cannot prohibit them from doing so.

Q. Why did the airline select me for additional security screening? Did they violate my civil rights?

A. If the air carrier followed proper procedures, your civil rights were not violated. You were selected based on predetermined passenger screening selection criteria. The Department of Justice reviewed the FAA selection criteria and determined that it does not violate the civil liberties of anyone regardless of race, gender, national origin or religion.

Q. I feel that I was discriminated against by the airline because of my age, race, sex, nationality, etc. What should I do?

A. You should notify, in writing, the Department of Transportation at the following address: Assistant Director for Aviation Consumer Protection, Office of the Secretary, Department of Transportation, Seventh Street, SW, Washington, DC 20590

Q. Is the Government keeping a list of passengers who meet the selection criteria?

A. No, neither the Government nor airlines retain the names of passengers who meet the selection criteria

Q. Is it acceptable for the airline to transport my baggage without me?

A. The FAA does not require airlines to transport the passenger and the baggage on the same flight for all passengers on domestic flights. Airlines may apply security measures to checked baggage at the ticket counter and after acceptance, which allows them to transport the baggage without the passenger. The FAA does require that the airline transport the passenger and their baggage on the same international flight.

Q. What I can do if my baggage is lost or items were stolen?

A. The FAA is not responsible for lost or stolen baggage. Issues regarding such should be addressed directly with the airline or complaints may be reported to the Department of Transportation's Office of Consumer Affairs, at 400 Seventh Street, SW, Washington, DC

20590.

Q. I'd like information on FAA publications and regulations.

A. For information pertaining to airline service complaints, lost luggage, aircraft registration, airman records, statistics, educational products, or personnel locator, call 202-267-3484. For FAA publications and regulations, call the Government Printing Office at 202-512-1800. Additionally, the FAA Website addresses many questions pertaining to information requests and allows for the downloading of many FAA publications.

Q. What regulations cover civil aviation security and where can I find a copy of them?

A. Title 14, Code of Federal Regulations, Parts 107 and 108, regulates airports and air carriers, respectively, and may be found on the FAA's web site at :

107:

108:

Q. Who is responsible for the people working at our nation's airports performing security screening? When and why do they physically search my carry-on?

A. Preboard screeners are either direct airline employees or, in most cases, contracted by the airline to perform security screening functions. The FAA requires airlines to screen all items entering the sterile area of the airport. Preboard screeners may screen carry-on items by x-raying and/or manual search. If screeners observe an item inside a bag that they cannot readily identify during x-ray inspection, they must open the bag and manually inspect the contents.

Q. Under what authority does the FAA or the airlines conduct security screening or physical searches at airports?

A. Air carriers are required to conduct passenger screening under Title 49 United States Code Section 44901, Screening passengers and property, which states that "The Administrator of the Federal Aviation Administration shall prescribe regulations requiring screening of all passengers and property that will be carried in a cabin of an aircraft in air transportation or intrastate air transportation. The screening must take place before boarding and be carried out by a weapon-detecting facility or procedure used or operated by an employee or agent of an air carrier, intrastate air carrier, or foreign air carrier."

Q. Are screeners required to speak English? Are they trained to deal with the public in a courteous manner?

A. Airlines are required to train preboard screeners in the courteous treatment of passengers. All screener training and tests are conducted in English. To be qualified as a preboard screener, each person must demonstrate proficiency in English.

Q. Why did I alarm at one walk through metal detector and not another? Aren't they too sensitive?

A. The FAA calibrates each walk through metal detector to the same minimum standard, using FAA approved test items. However, walk through metal detectors may respond differently depending on the physical environment they are operated in.

Q. Why do some places manually search my laptop/electronic equipment and some x-ray it?

A. Depending on the equipment available at the checkpoint, preboard screeners may be required to hand search electronic items instead of placing them through the x-ray. X-ray screening will not harm computer hard drives or diskettes. Explosive trace detection systems deployed at some screening locations allow the preboard screener to inspect electronic devices without requiring them to be powered-up.

Q. What are screeners checking for when they wipe my bag?

A. In addition to normal walk-through metal detection devices and x-ray units, some airports are equipped with additional equipment. This equipment is generically referred to as explosive trace detection systems. This equipment looks for traces of explosive compounds that may be present. It is done by taking a sample with a swab and analyzing the sample. You may see screeners rubbing your hand-carried articles with such swabs and placing them in the explosive trace detection system.

Q. Why can I carry the same item through one passenger screening checkpoint and not through others?

A. Some airlines and airports have stricter interpretations of deadly and dangerous items. What one airline will allow other airlines will not.

Q. What items are prohibited beyond the passenger screening checkpoint?

A. The FAA prohibits airlines from allowing dangerous or deadly items through the passenger screening checkpoint. Because of the subjective description of dangerous or deadly items, it is the airline's responsibility to determine what they will allow. Most airlines will prohibit items such as scissors, trade tools, and items resembling firearms.

The following are prohibited from being carried beyond the checkpoint:

- Knives of any length, composition or description
- Cutting instruments of any composition or description, including carpet and box cutters, (and spare blades)
- Any device with a folding or retractable blade
- Ice picks
- Straight razors
- Metal scissors
- Metal nail files
- Corkscrews
- Baseball bats
- Golf clubs
- Ski poles
- Hockey sticks

Items which may be transported:

- Walking canes
- Umbrellas
- Nail clippers
- Safety razors
- Syringes (with documentation of medical need)
- Tweezers and eye lash curlers.

Q. Will the x-ray examination equipment at the checkpoint harm underdeveloped film?

A. Normal speed film will not be harmed by x-ray examination. Scientific and hi-speed film may be damaged and should be manually searched. The FAA requires that airlines post signs at the checkpoint notifying passengers of this information.

Q. I want to carry a firearm with me on my trip. What should I do?

A. The FAA requires passengers carrying firearms in checked baggage to declare that firearm to the airline. Firearms must be unloaded, and in a lockable container suitable for air transportation and the bag is checked in at the ticket counter. In addition, we recommend that you contact your airline to determine any airline specific requirements.

Q. What is the regulation that covers the carriage of firearms?

A. Title 14, Code of Federal Regulations, Section 108.11, covers the carriage of firearms. Part 108.11 may be found on the FAA's web site at

Q. Can I carry a knife on board with me?

A. Knives of any size are prohibited from being carried on board commercial aircraft.

Q. Can I carry self-defense spray in my carry-on luggage?

A. No. Self-defense sprays are prohibited from carriage in carry-on luggage. Additionally, there are dangerous goods regulations that restrict the amount of self-defense sprays which may be transported in checked baggage to one 4-ounce canister. Additional information on dangerous goods is available at [http://www.faa.gov](#) and

Q. Does the FAA allow airlines to fly prisoners on the same flight with other passengers?

A. Title 14, Code of Federal Regulations, Section 108.21 sets forth the requirements for transporting prisoners, and allows airlines to transport prisoners on the same flight with other passengers. Part 108.11 may be found on the FAA's web site at

Q. I would like to be issued a special identification card, based upon a handicap or religious belief, which would help expedite security screening at the airport.

A. The FAA does not grant or issue a special identification card, nor can the airlines grant a special exception for security screening. The FAA does allow the airlines, upon request, to conduct private screening of individuals.

| [FAA](#) |

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Examiner

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Dec. 9, 1941.

W. ROBERTS ET AL

2,265,955

DOUBLE GLASS CUTTER

Filed March 20, 1939

